

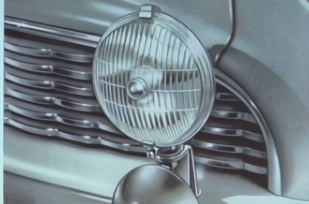


THE AUSTIN *A105* SALOON



By Appointment to Her Majesty
Queen Elizabeth II
Motor Car Manufacturers
The Austin Motor Company Limited

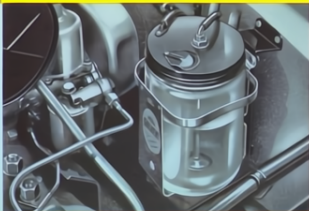
Twin fog lamps provide a brilliant flood of light at low level, immediately in front of the car, unaccompanied by back-glare. The car can thus be kept moving with greatly reduced driving strain.



Two exterior driving mirrors, in heavy chromium-finish, are conveniently positioned so that, in conjunction with the interior mirror, all conditions to the rear are visible from the driving seat.



A windscreen washer is neatly installed beneath the bonnet. With no more inconvenience than merely pressing a button on the fascia, a mud-splashed screen can be washed clean by twin jets — automatically — while driving along.



Beautifully styled, stainless steel discs cover the entire wheels. They are easy to keep clean and, blending with the white side-wall tyres, add considerably to the grace and dignity of the Austin A105.

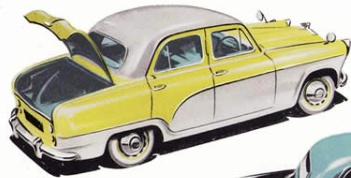


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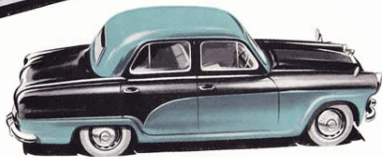
A delightfully graceful car — the Austin A105, with its elegant styling, is particularly pleasing to the eye. Firm and responsive on the road, its invigorating performance is achieved with a full measure of economy by the use of automatic overdrive . . . Super-luxury being the keynote of its construction, every conceivable accessory for the comfort of its passengers has been included in its specification. The tiring long journey of yesterday thus becomes — when travelling in this fashionable new Austin — to-day's greatest thrill.

Refinements of the new **AUSTIN** *A105* Model



Available in a variety of new and appealing dual colour schemes, the lovely-to-look-at A105 Saloon presents a pleasant, evenly balanced appearance.

From the stylish hooded headlights to the large rear boot, it delights the most fastidious eye.



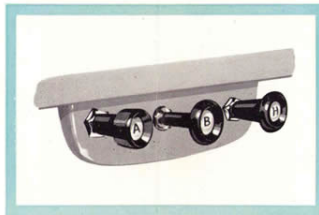
Braking...

Even the most feminine foot will find the pendant pedals conveniently placed for ease of operation. The large diameter brakes are hydraulically operated and their complete efficiency inspires confidence when travelling at the high speeds of which this car is capable.



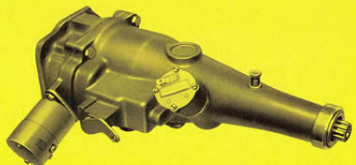
Finger-tip control...

Complete control of the new A105 model is at the driver's finger-tips. A semicircular horn-ring is positioned on the three-spoke steering wheel so that the two instrument clusters are clearly visible to the driver. Switching on the ignition also illuminates four indicators immediately beneath the knobs controlling the instrument panel lamps, choke, starter and windscreen wipers... Other controls include the overdrive, windscreen washer, and fog lamp switches, neatly grouped in panels within comfortable reach. Gear change lever and direction indicator arm both respond to the lightest pressure and as a delightful finishing touch, the complete top of the fascia panel is upholstered to match the interior trim.



Overdrive...

The manually controlled overdrive unit is fully automatic in operation on the third and top speed ranges of the gearbox, providing in effect a choice of two further gear ratios. As experience is gained in using overdrive, engine wear and fuel consumption are considerably reduced.



Comfort...

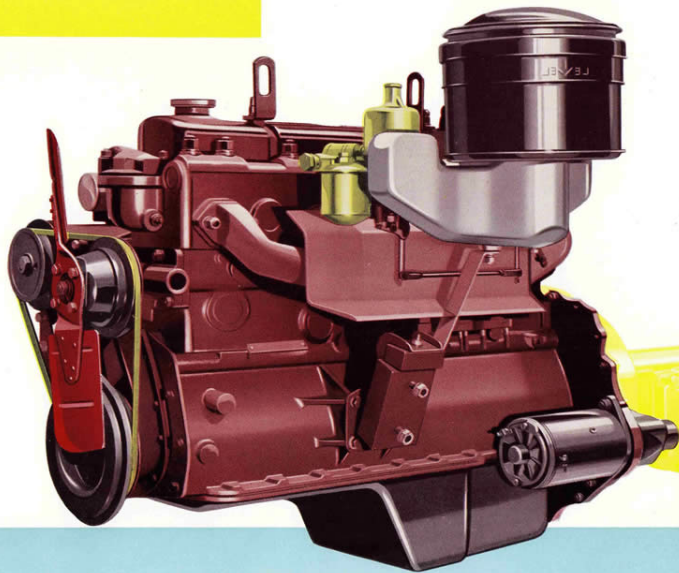
The exciting interior is luxuriously furnished for the *extra* comfort of its passengers. Lushly upholstered seats will accommodate five people — six if desired — who will delight in the relaxing attitude that skilful designing has achieved.

Every item, from the snug fitted carpet to the heater — styled as an integral part of the fascia — is finely finished to the last detail. Such perfection accentuates the evenly balanced character of the new A105 model, creating a universal lead in super-luxury motoring.



Power...

The 2639 c.c. six cylinder O.H.V. engine is capable of producing a power output in the region of 102 b.h.p.! With increased induction efficiency from twin carburetters, it provides an extremely lively performance, especially in the lower ranges of the four-speed synchromesh gearbox. For swift acceleration, powerful climbing, or for fast cruising, this unit is readily responsive with exhilarating power.



It's new — it's exciting to drive....

SPECIFICATION

ENGINE: 2,639 c.c. (160.91 cu. in.); bore 3.125 in. (79.4 mm.); stroke 3.5 in. (89 mm.); b.h.p. 102 at 4,600 r.p.m.; maximum torque 142 lb. ft. at 2,400 r.p.m.; compression ratio 8.25 to 1.

Cylinders: Six cylinders cast integral with crankcase. Detachable cast-iron head carrying valve gear.

Crankshaft: Forged steel supported by four steel-backed white metal bearings.

Connecting Rods: Forged steel with steel-backed white metal bearings.

Pistons: Split-skirt, flat top pistons in aluminium alloy with tin-plated finish. Three compression rings and one slotted oil control ring fitted.

Camshaft: Forged steel in four steel-backed white metal bearings. Cams of patented design to give efficient and quiet operation. The camshaft gear is driven by duplex roller chain which has an integral oil feed and an automatic slipper type tensioner to maintain chain lubrication and tightness respectively.

Valves: Overhead, operated by push-rods and designed for silent operation. Valve oil seals are fitted.

Lubrication: Oil is forced under pressure to all main, connecting rod and camshaft bearings and to each tappet. It is also fed to the timing chain and overhead valve rocker gear. The connecting rods have jet holes to provide oil for cylinder walls when starting-up. Both main and connecting rod oil feeds are of patented design to ensure longer crankshaft life. A full-flow oil filter is fitted. It has a renewable element. Oil capacity approximately 12 pints (6.8 litres).

Cooling: Circulation by centrifugal pump with thermostat control. Water is delivered to the cylinder block and thence to ample passages surrounding the valve pockets and sparking plugs. A 4-bladed fan is fitted to export models. Cooling system capacity approximately 25 pints (14.2 litres).

Ignition: Coil and 12-volt battery. Automatic advance and retard and in-built vacuum control.

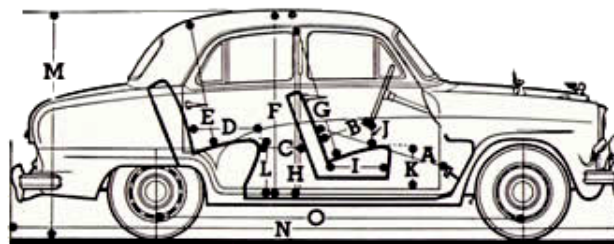
Fuel System: Fuel from a rear tank is fed by mechanical pump to two S.U. carburettors fitted with oil bath air cleaner. A stop-tap is provided on the fuel tank. Tank capacity 12½ gallons (57 litres).

CLUTCH: Borg and Beck single dry plate. 9 in. (0.23 m.) diameter. The clutch is operated hydraulically by pendant pedal.

GEARBOX: 4-speed gearbox, with synchromesh engagement for all gears except bottom and reverse, and fitted with overdrive. The change speed lever is mounted on the steering column. Oil capacity approximately 5 pints (2.8 litres), including overdrive.

REAR AXLE: Hypoid bevel drive in pressed steel "banjo" type casing. Ratio: 4.1 to 1. Oil capacity approximately 3 pints (1.7 litres).

OVERALL GEAR RATIOS: (Without Overdrive) 4.10, 5.89, 9.10 and 13.57 to 1; Reverse 18.42 to 1. (With Overdrive Engaged) 4.12 and 2.87.



DIMENSIONS		English	Metric
		ft. ins.	
Pedal to Seat Squab	A	2 8½	0.83 m.
Steering Wheel to Seat Squab	B	3 0½	0.93 m.
		11	0.27 m.
		1 3	0.38 m.
Distance between Seats	C	9½	0.24 m.
		1 1½	0.35 m.
Rear Seat Cushion Depth	D	1 6	0.46 m.
Height over Rear Seat	E	2 11	0.89 m.
Maximum Interior Height	F	4 0½	1.22 m.
Height over Front Seat	G	3 1	0.94 m.
Minimum Height of Door Opening	H	3 3½	1.00 m.
Front Seat Cushion Depth	I	1 6	0.46 m.
Steering Wheel to Seat Cushion	J	4½	0.11 m.
Front Seat Cushion above Floor	K	1 3	0.38 m.
Rear Seat Cushion above Floor	L	1 3	0.38 m.
Overall Height (Unladen)	M	5 2	1.57 m.
Overall Length	N	14 2½	4.33 m.
Wheelbase	O	8 7½	2.64 m.
Overall Width		5 4	1.63 m.
Body Width between Centre Pillars (at Waist)		4 4½	1.33 m.
Front Seat Cushion Width (maximum)		2 2	0.66 m.
Rear Seat Cushion Width (maximum)		4 6½	1.38 m.
Maximum Width over Rear Seat		4 6½	1.38 m.
Track, front at ground level		4 3½	1.31 m.
Track, rear		4 3½	1.30 m.
Ground Clearance		7½	0.19 m.
Turning Circle		36 0	10.97 m.
Luggage Compartment—Height of Opening		1 11	0.58 m.
Luggage Compartment—Width of Opening		4 1½	1.25 m.
Luggage Compartment—Maximum Depth		2 2½	0.67 m.
Luggage Compartment—Approx. Capacity		14 cu. ft.	0.40 cu. m.
Approximate Weight, less fuel		26 cwt.	1,320 kg.

ROAD SPEEDS AT 1,000 R.P.M.: (Without Overdrive) 18.82 m.p.h.; 13.12 m.p.h.; 8.5 m.p.h.; 5.7 m.p.h. (With Overdrive Engaged) 26.9 m.p.h.; 18.8 m.p.h.

STEERING: Special high efficiency cam type. Spring spoke 18 in. (0.46 m.) diameter steering wheel with semi-circular horn control.

SUSPENSION: Front: Independent coil springs controlled by double-acting hydraulic shock absorbers. Rear: Long semi-elliptic reverse camber springs, under-slung and mounted on rubber bushes. Control by double-acting hydraulic shock absorbers interconnected by stabilising bar.

BRAKES: Girling hydraulic on all wheels, applied by pendant pedal. Front brakes are of two-leading-shoe design. A pistol-grip handbrake housed in the steering column cover operates mechanically on the rear wheels.

WHEELS and TYRES: Pressed steel disc wheels. Large stainless steel discs covering entire wheel. Dunlop 6-40—15 tubeless whitewall tyres.

ELECTRICAL: 12-volt, 51 amp. hr. capacity battery; built-in hooded headlamps and dipping equipment to suit regulations of different countries; separate sidelamps on top of wings, visible to driver; twin, combined stop-tail lights with built-in reflectors; rear number plate lamp; interior roof light operated manually, and automatically by the opening and closing of the doors; flashing light direction indicators operated by self-cancelling finger lever on steering column with built-in warning light; dual windscreen wipers; twin wind-tone horns. Twin fog lamps. Illuminated switch knob indicators operated from ignition switch.

INSTRUMENTS: Trip and total mileage speedometer which also incorporates "no charge" warning light and headlamp beam indicator light. A combined instrument embodies the fuel gauge, oil pressure gauge and water temperature indicator.

COACHWORK: Five-six seater, four-door, all-steel saloon of unitary construction with fully stressed skin and no soldered joints. Rear-opening doors with toughened glass windows and friction-controlled ventilating louvres. Rear doors have additional safety catch to prevent their inadvertent opening by children. Curved windscreen of toughened glass. Individual close-mounted front seats, independently adjustable. Full-width rear seat, unobstructed by wheel arches. All seat cushions have latex foam moulded foundations and seat facings of hide; carpets front and rear; arm-rests; sun visors; locking glove box lid. Large capacity luggage compartment with separate spare wheel carrier beneath: spare wheel lowered by means of starting handle. Attractive dash with glove-box on passenger side and full-width parcel shelf beneath. Bonnet lock controlled from inside car. Air conditioning provided for interior. Heater: chromium mouldings; bumper over-riders; electric clock. One interior and twin exterior driving mirrors; twin jet windscreen washer; Ash trays for front and rear passengers.

Optional Extra: Radio.

The goods manufactured by the Austin Motor Company Limited are supplied with an express Warranty which excludes all warranties, conditions and liabilities whatsoever implied by Common Law, Statute or otherwise. **PRICES.**—The Company reserves the right to vary the list prices at any time. **SPECIFICATION.**—The Company reserves the right on the sale of any vehicle to make before delivery, without notice, any alteration to or departure from the specification, design or equipment detailed in this publication. Under present supply difficulties such alterations are likely to occur at any time.

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